U Lah Lasker and U Mar Phalyngki, to commemorate the establishment of Nartiang market, which is called Iew Mawlong. "Lasker" is the Synteng equivalent of the Khasi *lyngdoh*, or priest minister. "War" is a Synteng word meaning a giant, the idea amongst the people being that in the olden days there were giants in the land who performed marvellous feats of strength, e.g. the erection of the megalithic remains at Nartiang and elsewhere. A puja is performed upon a great flat stone by the *dolloi* and his officers in honour of the founders of the market, but no animals are sacrificed, rice and *ryndi* (balls of rice) only being offered. In the days of the Jaintia kings only the Raja could sit upon the great flat stone; hence the name *mawjong Siem* (or Siem's stone). The great upright stone is said to have been brought by U Lah Lasker and a great number of people from Syriang, a place near Nartiang. With reference to the Nartiang stones I would refer to my theory, formulated above, that they were originally connected with human sacrifices. It may be mentioned that at Nartiang there is a bridge constructed out of a single stone, which is also said to have been set in position by U Lah Lasker. Near Sohtinga there is a group of stones, said to have been originally thirty in number, together with *mawshynñiah*, or stones to rest the weary, which were erected to the memory of a woman, Ka Kanputwat, who in generations past is alleged to have had no less than *thirty* husbands. The lady is not supposed to have been polyandrous, nor nine-lived, but to have divorced one husband after another. As she probably established a record for divorce, her descendants afterwards commemorated her in the manner described. There is another very large stone at Nongkseh, which unfortunately fell to the ground in the great earthquake shock of 1897. This stone must have stood over 20 ft. above the ground. It is called a *mawkni Siem*, the sister of the Siem's maternal uncle, and it used to form the central stone, or *mawkni*, of a line of stones. These stones belong to the clan of the Lyngdohs of Nongkseh, which furnishes the *nokkni*, or head sacrificer, of the Siems of Khyrim. The stones at Mawmai, which in ancient days used to be the head-quarters of a Siem, are some of the best carved in the hills. At Mawrongjong, in the Jaintia sub-division, is a stone upon

had finished speaking to her, she awoke from her fit of drowsiness and found herself holding a handful of money. On her way home she pondered over what he had said to her, and her heart was full of joy that she had met a god Who had given her so much money, and who had spoken such words to her. She then constructed a bridge over that stream with a single stone, which remains till this day.* When she was about to build her house, it happened that she got married notwithstanding; she gave birth to a blind child, and died shortly afterwards. So the people called the village "Mew-pur-ko-Rytieng," or, when abbreviated, "Mewpunkyrieng."

The Siem of Malyniang.

The Siem of Malyniang was one of those kings who, people said, was one of the "god-kings." He lived in the village of Madur, which is now in the Maskut dolooship. There arose from the royal family of Malyniang a king whose name was Kylleng Raja. His manner was very peculiar, but he was at the same time both stern and courageous. He made up his mind to conquer the whole of the Syntieng country as well as the territory of the Siem of Shillong, in order to extend his own kingdom of Madur. This Kylleng did not require many followers when he went to war

Shatbaha U Siem Malyniang.

U Siem Malyniang a la long kwai o Siem ha jw kyma ha u long u kynja Siem kiei. Uno a la shong ha ka shnong Madur kaba long nyanta ha ka ilaka o doloi Maskut. Ha ka jait Siem Malyniang la mih kwai ska kyrteng U Kylleng Raja. Uno u Siem uba phylla shibun ha la ka jingleng, u briew uba ah uba shlur. U la thymu ban jop in ka ri Syntieng (arsh bad ka ri Shillong ban pyukbriew ia la ka hima Madur. Uno u Kylleng u'm donkam shibun ki nongbod bein leit ia leh ia kano-kano ka thyma, namar u long u briew uba khlain shibun bad u

* This stone bridge, situated on the Thera road about a mile below Cherra, existed up to the Earthquake of 1897, which demolished it. The large slab of stone which formed the roadway of the bridge, is, however, still to be seen lying in the bed of the stream.

in these latter monuments on the binary type may even be found in which there are two equal upright slabs in the middle, and the other stones placed symmetrically on each side of them.

7. There are three kinds of rock employed by the Khasis for stone monuments, viz.:—

a. The Cherra sandstones.
b. The Shillong sandstones.
c. The granite.

Small stones are conveyed considerable distances from the place of manufacture before they are set up—large stones are not—hence the material of the monuments is determined everywhere geologically.

a. The Cherra sandstones are tertiary and outcrop more or less extensively along the southern edge of the plateau and producing the ledges which mark its abrupt termination. In the great thickness of these sandstones are many beds in which the rock occurs in large sheets with very few joints, and well-adapted for working out large slabs therefrom. The sandstone is generally very hard, but not so hard but that the Khasis can work it with their own native-made iron tools.

There is a quarry, now in full work, about half a mile out of the old Cherra cantonment, upon the Mawlai path, where slabs may be seen in preparation. The slabs made from the Cherra sandstones, admitting of being worked, are generally hewn pretty fairly to a shape and smoothed before being set up. The ancient monuments are, however, often made of very rough slabs.

All the well-known monuments near the old Cherra station are made of these sandstones, as also the large monuments at Mawlai, Mawmai, and Litinove. These three monuments all stand on sheets of Cherra sandstone and the stones were cut out of the rock hard by where they now stand. The stones quarried now outside the Cherra cantonment, being for transport, are none of great size.

The Khasis also work gigantic slabs of stone for bridges. Where the span is anything under twenty feet a single slab four or five feet wide and two feet thick is thrown across; piers of enormous blocks of sandstone are raised on each side, on which the slab may rest, if there is the remotest fear that the water can, in any flood, reach the under surface of the slab. As compared with such a bridge the Khasis regard the best efforts of the English engineers as mere makeshifts. The arch at Amwee figured by Dr. Hooker is Bengali work.

b. The Shillong sandstones extend over a large area of the northern portion of the plateau: they are often more argillaceous

[illegible] [illegible] [illegible] [illegible] [illegible]

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nation is impossible because of the cold climate. In the past, Khasi economy must have remained at a very primitive stage.

Potato cultivation has been much encouraged along with the development of Shillong and the opening of the motor road to Gauhati from Shillong after the Independence of India when Shillong became the seat of the Assam Government, as well as the capital of the Khasi-Jaintia Hills. Shillong has become an important trading centre, where big merchants collect the harvests of potatoes in exchange for rice, clothes and various other goods from the Assam valley. These changes have introduced the Khasis into an active commercial economy which again has brought about various changes in their social life. Recently coal excavations have started in the upland Khasi Hills, and many Khasi become miners.

Thus the history of the Khasi Hills during the last hundred years has changed a great deal the picture of the Hills. However, dark corners still remain in Khasi, War and in the area bordering on the Garo Hills. These have been kept in a vacuum between the Hindu civilization of the bordering plain and the modernization of the uplands centred in Shillong. In these areas, the people are still practising primitive jhum cultivation. I have chosen two villages in War-land in one of these area as subjects of my major field-work.

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4. [illegible] [illegible] [illegible]

Name of	Name of Village	Name of	Name of Taluk	No. of Houses
(1)	(2)	(3)	(4)	(5)
Proper area	1. Kalyan	Forest	Forest	179
	2. Kasara	Hamlet	Do	41
	3. Shahapur	Forest	Do	41
	4. Vasind	Forest	Do	180
	5. Asangaon	Panchayat	Shahapur	47
	6. Khardi	Do	Do	41
	7. Kasara Khadak	Do	Do	45
	8. Khardi-wadi	Khalsa	Do	74
Forest area	9. Tapkeshi	Forest	Forest	78
	10. Lavandhal	Do	Do	68
	11. Khadi-wadi	Do	Do	87
	12. Jangloli	Khalsa	Khalsa	1
	13. Chanjoli	Do	Khalsa	10
	14. Khardi	Do	Do	41
	15. Khadakwadi	Do	Do	80
	16. Asale	Do	Do	3
	17. Jave	Panchayat	Do	1
	18. Kelshi	Do	Do	80

Total — 1 1457

23/ 4.1 - **Natural calamities.**—The villages are free from severe natural calamities like flood, erosion, earthquake and the like. Excessive rain 1/58 has endured the higher lands known near Chenapuram, Mowaneem, 49 pts. During the monsoon after heavy rain, the small rivulets and streams cause in quite distressing communication from village to village which cause much inconvenience to the people in carrying on trade, marketing and other day to day activities.

...is lucky to have well with plenty of drain and washout. Rivers 142
...most of the Lushai Hills are not navigable also agriculture
...is, therefore, difficult to bring produce to the mart of proper value and
...quantities.

5.5 Educational facilities.—The following table shows the number 571
...educational facilities enjoyed by the villages under enquiry.

TABLE B-6

Places where other facilities are available within a radius of (in miles)	No. of villages having the nearest school				
	L. P.	M. V.	H. E.	Basic	Vocational school
(1)	(2)	(3)	(4)	(5)	(6)
0	19	3	0	2	0
2	3	1	0	2	0
3	4	0	0	1	0
4	0	10	2	0	0
5	0	0	1	0	1
More than 5	1	1	12	5	19

The above table reveals that out of a total of 25 villages, 19 villages have got a Lower Primary school located within the village, 3 have got within a radius of 2 miles and 4 within a radius of 3 miles. One of the 25 villages under general area selected at random from the district, only 6 villages have got a Lower Primary school within the village, and 2 villages within 2 miles of the village. In respect of secondary education the position is far from being satisfactory as the above table will reveal.

The number of pupils on the roll of the 21 Lower Primary and Basic schools located in the 25 villages was 1,132. Thus the average number of pupils on roll per village was 56 while the average number of families per village was 42. The poverty of the villagers is the main reason for this low enrolment. Many parents would rather like their children to do gainful work or assist them on the fields. Even to allow them to subsist on the compulsory examples of primary school

5.7 Communication facilities.—As there are no railways, navi- 491 ●
...in the navigable rivers within the district, the only communication facilities available to the people of the district is by road. Some of these roads are all-weather metalled roads where even heavy cars can ply throughout the year.

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The following table summarises the situation of the sample villages, viz-a-viz, communications facilities available.

TABLE B-1

Villages classified according to distance from the Subdivisional headquarters and from the nearest metalled road.

Distance from	0 miles	1 mile	2—3 miles	4—10 miles	11—20 miles	Above 20 miles	Total
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Subdivisional headquarters	—	1	—	1	23	4	29
Nearest metalled road	2	6	9	9	3	—	29

TABLE B-2

Villages classified according to type of road connecting the nearest metalled road and means of transport available

Means of transport	No. of villages					
	Type of road connecting the nearest metalled road				Just on the metalled road	Total
	Fair weather road		Cart road (non-metalled)			
	Fair weather	All weather	Fair weather	All weather		
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Trucks	—	—	—	—	—	—
Bus	—	—	—	—	—	—
Jeep	—	—	—	—	3	3
Carts	—	—	—	—	—	—
Bullock carts	6	11	—	6	1	24
Others	—	1	—	—	—	1
Total	6	12	—	6	4	28

There is no motor driver is the only means of transport of goods in 2 villages, out of the total of 28 villages covered by the survey.

(2) Sub-pui-tseung, literally "The Navel of the Sky." This is supposed by the Khásis to be the centre of the earth, and to be the highest peak in the hills. Its real altitude, however, is only eleven 133
seven feet. (3) Lyngo—height, 6030 feet. (4) Shillong—height, 6449 feet. (5) Nongpoh—height, 6400 feet. (6) Kyl-lang rock, one huge mass of stone, about 300 feet high, and of a rounded form—height above sea level, 5685 feet. (7) Lúm-lúh—height, 5800 feet. (8) Lúm-dorá—height, 6000 feet. (9) Thangl-mtih—height, 6248 feet. (10) Nong-jrong—height, 4999 feet. (11) U Shlóc—height, 6000 feet. (12) Shlóc-kung—height, 5191 feet. (13) Shlóc-kúl-kung—height, 5300 feet. (14) Shlóc-ry-mait—height, 5800 feet. (15) Kyn-pan—height, 5700 feet. (16) Shlóc-engi—height, 5800 feet. (17) Lúm-már-kúm—height, 5313 feet. (18) Nong-ayu-mtih—height, 5583 feet. (19) Mám-kyrm—height, 5398 feet. (20) Nong-khmung—height, 5806 feet. (21) Kúlh-kung-sngám—height, 5108. (22) Shlóc-lúh—height, 4750 feet. (23) Futan-kyl-kung—height, 5733 feet.

The mountain peaks are of various forms and shapes, but generally conical, and capped by sacred groves. No roads exist to 134
permit the ascent of carriages, but most of the hills can be ascended by bearers of burden, even without much trouble. In the eastern por- 137
tion of the District the hills are covered with forest.

Rivers.—No navigable rivers flow through the hills, the streams being all mountain torrents. On some of the large streams, how- 131
ever, near the point where they debouch upon the plains, small [201]
canoes are used for short distances below the rapids. The principal streams flowing south to the Surma river in Sylhet are the following:—(1) The Kyn-chi-ang, named Jútsúkhá by the Bengális in the plains; (2) the Tangli, called Mahú in the plains; (3) the Bograh, called Bagkyáni in the plains; (4) the Sohi-ang-kew, called Dhalái in the plains; (5) the Mongli, called Pein in the plains; (6) the Mám-syh-da, called Hári in the plains; and (7) the Lukái or Lubá. The principal tributaries to the Brahmaputra are:—(1) The Kapili; (2) the Um-khan, called Bargáni in the plains; (3) the Um-ián; (4) the Um-ru, called Digru in the plains; and (5) the Ka-khri, called Kalai in the plains. All the foregoing streams have numerous feeders of their own, but none of these are of any importance.

The Khási and Jaintá Hills are, like all mountainous countries, intricately watered, and the streams run over rocky beds, some passing through cultivated lands. As they approach the plains,

20: Munroe C-4 (no date) 1917 ART Khasi ART

disfigured from the practice. Adults will chew as many as four or five betel-nuts a day, with the usual accompaniment of pán leaves. The estimated cost of maintaining an average family of the labouring class is about Rs. 8 or 10s. a month. [876] [934]

Towns: Shillong.—There are no towns in the usual acceptance of the word; but the chief places in the Hills, looked upon by the inhabitants as cities, are Shillong, Jowái, Cherrá Pinjí, and Shella. According to the Census of 1872, Shillong had only 1,565 inhabitants, Cherrá Pinjí 223, and Jowái 2,500. Jowái, however, is a collection of rural hamlets, and the population of Shillong has entirely altered since the date of the Census. The latter place first became the Civil Station in 1864, in substitution for Cherrá Pinjí; and when Assam was erected into an independent Province in 1874, it was selected as the permanent seat of the Local Government. The Chief Commissioner resides there, and also the heads of all departments in the Administration. The area of the Station is 3 miles in length by 1½ to 1¾ miles in breadth. A considerable native population is already settled, and is increasing from day to day. One of the largest weekly markets in held in the district; and with a view to facilitate access to the Station, which is the metropolis for the Province of Assam, a cart road has recently been completed to Gauhátí on the Brahmaputra, which will tend to make the place more and more important. An excellent water supply is introduced into Shillong through an aqueduct which has its source in the neighbouring hill streams, and sanitary measures are carefully enforced. Large sums of money have annually been expended on the erection of the public buildings necessary for the offices of the administration. A printing-press has been established, from which issue all the official documents and reports of the Province. The climate is excellent, the temperature being more equable than that of any other hill station in India, and therefore admirably suited to the constitution of Europeans. There is a church at Shillong, and a chaplain on the Bengal establishment officiates both there and at Gauhátí. The cantonments were occupied in 1875 by the 43rd Regiment of Assam Light Infantry, with three outposts. The strength was 9 European officers, 16 native commissioned officers, 60 non-commissioned officers, 771 fighting men, and 58 paid camp followers and non-combatants; grand total, 933. The total cost, including contingencies, was Rs. 185,130, or £18,513. 632 [678] [648] [94] [97] [99] [365] [367] [344] [213] [182] [344] [312]

ROADS AND MEANS OF COMMUNICATION. 191

supply. As the District depends so largely for its supply of rice upon Sylhet and Kamrup, the rates of the markets in those places exercise a greater influence on the rates in the Hills than any failure of the local harvest. In the year 1896 the price of common rice is said to have risen as high as 6 srs for the rupee, or 12s. 8d. per cwt., in consequence of the failure of the crops in the plains.

Roads and Means of Communication.—The following are the eight principal lines of road in the Khási and Jaintia Hills:—(1) Road from Shillong to Cherra, in Khasi. This road has recently (1891) been opened for wheeled traffic throughout its entire length. The Deputy-Commissioner's Report for 1891-92 states that the number of passengers passing up and down may be estimated at about 600 or 1000 every month, and the number of carts already used at about 300. The steps dâk brings travellers up to Shillong from Cherra in two days by a comfortable and easy carriage service, which for natives is cheaper conveyance by bullock cart is available. At Cherra there is a good dâk bungalow in charge of a Mâwsiáng, where the usual accommodation provided in a hotel is to be found. The stages to Shillong are as follow:—(a) Cherra to Sohrábi, 17 miles. The road is good throughout. There is a dâk bungalow in charge of a *chaukidár* at Sohrábi, where grass and rice are procurable. (b) Sohrábi to Nongpoh, 14½ miles. The road is hilly throughout, but good. At Nongpoh, which is at an elevation of 1300 feet, there is a dâk bungalow in charge of a Mâwsiáng, from whom tea, liquors, and biscuits, etc. can be procured. The dâk bungalow is furnished with bedding, linen, etc. Grass and rice can be purchased in the bázár. (c) Nongpoh to Umsning, 16½ miles. At Umsning, elevation 1700 feet, there is a dâk bungalow in charge of a *chaukidár*. Supplies or coolies are not procurable, but sometimes grass and rice can be purchased. (d) Umsning to Umjen, 9½ miles. At Umjen there is a Public Works Department rest-house in charge of a *chaukidár*. Supplies or coolies are not procurable. (e) Umjen to Shillong, 9½ miles, of which 6½ are a continuous ascent. At Shillong there are dâk bungalows in the Artillery Lines, containing four separate rooms. A Mâwsiáng is in attendance, and the rooms are completely furnished with bedding, linen, etc. This entire road, which has a total length of 63 miles, is as perfect a hill road as could be seen in any country, and a model of engineering skill. (2) Road running from Goubáti across the Hills, *viâ* Nongkám, Mâo-lóng, Chaná

• 491 Pinji, and Thenlighat, in Bholāgunj in Sylhet; length, about 130 miles. Expense to this road are effected partly by the inhabitants of the Native States, and partly by Government. (3) Cart road from Shillong to Nāmkhong, 14 miles. This road has been opened for cart traffic throughout. (4) Road from Shillong, *viâ* Jowai and Nārāyanjur, to Jaintiāpur in Sylhet; length, about 70 miles. This road is being improved from year to year, and when finished the cost may amount to £30 per mile. (5) Road to connect Shillong with the Garo Hills, opened out from Mārāsāl, *viâ* Sohiong, Kyrmin, Nāmkhong, and Nongpoh, to within 20 miles of the boundary between the two Districts; length, about 70 miles. This road is at present only a fair-weather road. It was made in 1870-73, and when completed may cost £30 a mile. (6) Road to connect Shillong with the Cachāreswar State of Sheild, bordering on Sylhet, from Lyn-kyn-rung *viâ* the Pum-sun-ngāi to Syn-glur; length, about 28 miles. This road, when completed, will be about 60 miles in length. (7) Road leading *viâ* Lait-rung-kot to Sohi-ā-rim and Cherrā Pinji; length, about 10 miles. This is at present a bridle path, but may eventually be the line for a cart road to Cherrā Pinji. (8) Road from Jowai, in the Jāintiā Hills, to Nong-ai-rong; length, about 12 miles. This road, when extended, will connect Jowai with the District of Nowgong in the Brahmaputra valley, and the estimated total length will be about 90 miles. Besides the eleven mentioned eight roads, there are other bridle paths which facilitate access to remote places.

135 COAL MINES.—Coal exists in the Khāsi and Jāintiā Hills in connection with the limestone formation. As a rule the carboniferous strata are not extensive, and they are for the most part found in localities more or less inaccessible. In the Khāsi Hills coal has been discovered at the eleven following places:—(1) Byr-nong, altitude about 1040 feet above sea level; (2) Cherrā, 4018 feet; (3) Lait-rung-iew, 4800 feet; (4) Māo-long, 600 feet; (5) Māo-smāi, 1500 feet; (6) Māo-syn-ram, 4000 feet; (7) Māo-dun, 400 feet; (8) Māo-sai-shnong, 300 feet; (9) Māo-teh-lyrkāi, 5000 feet; (10) Sheild, 800 feet; (11) Thlonjrāth, 4400 feet. In the Jāintiā Hills at the five following localities:—(1) Amwi, altitude about 3800 feet above sea level; (2) Lākā-dong, 2100 feet; (3) Nār-pā, 3300 feet; (4) Sah-tyng-gāh, 3300 feet; (5) Bhor-mang, 4300 feet. The most extensive of the coal beds are those situated at Cherrā Pinji in the Khāsi Hills, and at Lākā-dong in the Jāintiā Hills.